

# The Sun

AND NEW YORK PRESS.

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TELEPHONE, BEEKMAN 2200.

A Prayer for the Enemy.

The moving finger is writing so swiftly at Vienna, at Budapest, and probably at Berlin, that the eye can scarcely follow the sequence of epoch making events or grasp their full significance to the world of the future.

The awful drama that began with the insolent ultimatum to Serbia, intended both by its Hapsburg authors and its Hohenzollern instigators to precipitate the war that has now gone against them, is ending with the doom of empire and the crash of thrones.

Victorious Civilization is watching daily the most majestic manifestation of Divine Justice, effected through human agencies, that history has ever recorded or perhaps ever will record.

As we get in rapid succession the news of the culminating developments of the four years tragedy, the reports of riot and assassination, of fallen and falling dynasties, of national disintegration and destruction, of the violent appearance of long submerged passion and lawless power, one thought and one hope must be common to all.

For the sake of the innocent or half innocent in enemy lands, the hearts now bitter toward the responsible authors of the great crime for which the whole world has suffered through years of sacrifice and agony must pray that we may not witness in German Austria, in Hungary, or in Prussia itself, that which we have already witnessed in Russia, our friend.

Liberty Loans and Liberty Votes.

The magnificent success of the Fourth Liberty Loan is measured by the totals announced yesterday, after a necessary period of delay.

Every Federal Reserve district has largely exceeded its quota. The subscriptions aggregate \$6,866,416,300. The individual subscribers number more than 21,000,000.

We congratulate Secretary McAdoo, we congratulate the efficient managers of the unprecedented campaign, but most of all we congratulate the American people.

And we wonder how large is the Republican majority of the twenty-one million American subscribers who would be deprived of effective representation in the Congress and in the Government of the United States if the republic should respond to the appeal of President Woodrow Wilson printed just one week ago.

The Allied Successes in Italy.

The Italians have broken the Austrian line in the Monte Grappa region, the strongest mountain defense on the enemy's front. The success of the offensive was so marked that the Italian War Office reports a "complete collapse" of Austrian resistance in this section, and states that it is impossible to estimate the number of prisoners "who are coming down from the mountains in flocks."

The Allied gains along the upper Plave have been great. With the assistance of the British, French and American the Italians have passed twenty-five miles east of the river and are now in control of Austrian bases and of the railways that have furnished supplies and reinforcements to the Austrian armies.

This advance began, almost to a day, a year after the retirement from the Isonzo region. That the Allied command had not coordinated this movement with the offensive in France and the Balkans was due largely to the situation along the Italian front and to the understanding of internal conditions in Austria. After their brilliant successes on the lower Plave early in the summer the Italians were holding their enemy so securely in check as to make further Austrian advance into central Italy practically impossible. In the meantime the deficiency in guns and troops was met by a supply of heavy artillery and the gradual increase of the British, French and American contingents in Italy.

Even had not the present conditions arisen in Austria, there is every reason to believe that with the thorough preparation made the offensive would have been successful. The blow was struck at the bitterly fought Montello bend, and with

this point won the Allied forces in two days were in control of the entire front from the Adriatic to the mountains of the Tyrol. More than 50,000 prisoners, according to official reports, have been taken, the Austrian army on the lower Plave has been cut off from the army in the Italian highlands, and the way has been opened for the speedy recovery of northern Italy.

The success of the offensive in Italy, coming at the time of revolts and dissensions, has had a material effect in hastening the demand of both the Austrian army and Austrian people for a cessation of hostilities. The appeal of the Austrian commander for an armistice has not halted the advance, nor is such a preliminary to peace likely to stay the Italian advance. Their victories have strengthened their determination to regain their losses of a year ago and to assure the occupation of the territory which will restore to Italy the people of the "unredeemed provinces."

## Elect American Lawmakers!

It is of supreme consequence that the high interest aroused in the national political contest and the struggle for executive State offices should not obscure the importance of choosing a Legislature of patriotic, sincere Americans on Tuesday.

The political parties in New York through their political leaders and at the primary election have recognized the necessities of the occasion, and in a number of districts where division of the American voters threatened to bring about the election of candidates opposed to American ideals they have united to concentrate their strength behind candidates whose devotion to the principles underlying our Government is unquestioned. This subordination of partisan opinion to national unity is exemplified by the union candidacy of ex-Representative Goldwitzer for Congress in the Twelfth district, now represented by Meyer Lomax, and by the union candidacy of Sen. Luman for Assembly in the Sixth district against Rosenzweig, who opposed the sending of a Lincoln Day message of good cheer and encouragement to our troops in France.

The first duty of every elector this year is to make sure that under no circumstances shall his vote contribute directly or by indirection to the success of a nominee for office whose loyalty to America does not assay 100 per cent. pure. In every district in which there exists even a remote possibility that American rivalries may let an un-American candidate slip in, the American vote must unite to prevent such a humiliation.

Picking the Birdmen.

One Royal Flying Corps cadet out of four eventually reaches the air over the enemy lines, according to a British authority. American statistics are not readily available, and at any rate would be less valuable because based upon brief experience. But we do know that rigid as are the physical and psychological tests imposed upon our applicants, still a large proportion of men pass them who never become successful pilots.

The result is congestion of the training schools, a great waste of time, money and effort which would be avoided if only an infallible system might be devised for separating the applicants who never could learn to fly well from those who surely can. Physicians, psychologists and military men are expending their best thought upon the problem, not with the hope of attaining infallibility, but of more closely approximating it.

The training officer at the flying school likes to talk about "born fliers," "natural aviators," men with "hands" and the "knack." The materialistic philosophy of the man of science rejects all this as bordering upon the mystic. The instructor notes that a cadet is "unlucky" with machines and says "He's not a born flier." So he turns him out. But the physician discovers that it was some subtle physical defect which caused the cadet's clumsiness, and devises a test to detect the flaw in future applicants.

Dr. J. C. McWalter in the *Medical Press* records, for example, that discharges of the labyrinth of the ear which would make no difference to the health and happiness of the ordinary man from the cradle to the grave and never would be detected, become a source of peril to the aviator—one of the most frequent causes of disaster, he asserts. These little knowledges give rise at high altitudes "not only to vertigo and dizziness, but to a lack of that sense of equilibrium and location which is the very essence of the successful flying man. Also it has been found that those aviators who experience most difficulty in judging of the distance from the ground when approaching a landing place are frequently the subject of this defect." He adds:

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Does knowledge then breed timidity? Is ignorant recklessness really superior to wisely calculated daring? Does it harm the pilot to know how to adjust a carburetor or to find a loose bearing? There have been many expert mechanists who distinguished themselves in the air. The problem is difficult; psychologists and physicians and the military authorities will learn better how to identify the hopeless would-be fliers, but they will never learn how to pick the acers out of the queue of applicants until a system is devised for picking future Pershings among the West Point pebbles. For the hawk man is a combination of fighter and athlete and something more.

The War Time Waiters.

Since 1912, when the hotel and restaurant waiters of this city fell under the influence of the Industrial Workers of the World and resorted to violence to intimidate their employers, the service given in even the most pretentious establishments has been unsatisfactory to their managers and to their patrons. Here and there an intelligent waiter has endeavored to perform his duties in a way to win approval; some eating houses have maintained standards higher than others; but generally it has been said that the dining rooms have not been as well handled as they were before the doctrine of wholesale poisoning was preached as a necessary part of the waiter's training.

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Dr. J. C. McWalter in the *Medical Press* records, for example, that discharges of the labyrinth of the ear which would make no difference to the health and happiness of the ordinary man from the cradle to the grave and never would be detected, become a source of peril to the aviator—one of the most frequent causes of disaster, he asserts. These little knowledges give rise at high altitudes "not only to vertigo and dizziness, but to a lack of that sense of equilibrium and location which is the very essence of the successful flying man. Also it has been found that those aviators who experience most difficulty in judging of the distance from the ground when approaching a landing place are frequently the subject of this defect." He adds:

"Even a tendency to wax in the ears seems to produce a dangerous giddiness and vertigo. The color tests should also be stringent, as it is through this sense that judgment as to the exact distance of the ground when about to land is rendered accurate."

The London *Lancet* presents an attack upon the problem from the other—the training officer's—viewpoint. Captain T. S. Rippox and Lieutenant E. C. MANTON of the Royal Flying Corps tried by studying the essential characteristics of successful airmen to form a composite picture. The nearer the aspiring candidate comes to conforming with the outlines of this portrait the greater the chance of his turning out well; the further his divergence from it the less the probability of his success in the air. That

is their theory. Here is their picture of the average successful aviator: He is under 25. He is unmarried; the married pilot is inclined to over-much caution. He is full of high spirits and possesses high vitality, so much so that "he seems to require for his well being at least one really riotous evening a month." Not an alcoholic evening, necessarily, although he uses alcohol to some extent in the mess while on duty at the front. He is fond of the theatre, of music, particularly ragtime, and cards and dancing. He lacks imagination, yet he has a sense of humor. He possesses resolution, initiative, presence of mind, and has, above all, "hands." As to "hands":

"The horse rider with good hands is able to sense the mentality of a horse by the feel of the reins and also to convey his desires accurately to his mount. We have never known of a man who has consistently been in the first flight in the hunting field making anything but a good pilot. In the same way the pilot with good hands . . . is invariably a good flier, never unconsciously throws an undue strain on the machine, just as a good riding man will never make a horse's mouth bleed. 'Hands' appear to be congenital and cannot be acquired."

So far, so good. But when the authors went on to assert "their definite conviction that the less the fighting scout pilot knows about his machine from a mechanical point of view the better" they stirred up a controversy in England. "From the very nature of his work," the authors argued, "he must be prepared to throw the machine about and at times subject it to such strains that did he realize how near he was to the breaking point his nerve would go very quickly."

Does knowledge then breed timidity? Is ignorant recklessness really superior to wisely calculated daring? Does it harm the pilot to know how to adjust a carburetor or to find a loose bearing? There have been many expert mechanists who distinguished themselves in the air. The problem is difficult; psychologists and physicians and the military authorities will learn better how to identify the hopeless would-be fliers, but they will never learn how to pick the acers out of the queue of applicants until a system is devised for picking future Pershings among the West Point pebbles. For the hawk man is a combination of fighter and athlete and something more.

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